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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT	Bulgarian Airfields	DATE DISTR.	8 September 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

General Information on Bulgarian Airfields

1. Several reports have been received concerning the construction of underground hangars in Bulgaria. These have not, however, been definitely confirmed and no information is available concerning the construction characteristics and the exact location of these hangars.
2. Revetments and hardstands are reportedly located at Bezmer, Ravnets, and Uzundzhovo airfields. No information is available concerning camouflage, or protective covering.
3. Concrete runways have recently been constructed at various airfields, but nothing is known concerning the actual construction characteristics of these runways. Trudovaks, under the direction of Soviet technicians, are often reported to be doing the construction work at airfields.
4. Night landing facilities and control towers are located at various fields. No details are available on the exact nature of these installations.
5. No information has been received on PSP runways in Bulgaria, but it is not unlikely that they do exist. Nothing is known concerning the camouflaging of runways, nor is anything known concerning the existence of dummy airfields.
6. Underground fuel depots are located at various airfields in Bulgaria. In general these consist of underground or semi-underground tanks covered with earth and grass. These depots are often served by branch railroad lines. The capacity of these depots varies.
7. No details are had concerning reinforced concrete, or air-conditioned airport buildings.
8. Hangars located at Bulgarian airfields are generally reported to be about 80 x 35 meters in size.

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(Note: Washington Distribution Indicated by "X"; Field Distribution By "#")

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9. Bulgarian depots are reported at several locations, as follows:
 - a. Fuel Depots: Asenovgrad, Balchik, Sopot (N 42-38, E 24-46), Ikhtiman, Lom, Svishtov, and Turnovo;
 - b. Munitions Depots: Gabrovo, Ikhtiman, Sofia, Kolarovgrad (formerly Shumen), and Turnovo; and
 - c. Airplane and Spare Parts Depots: Balchik, Tolbukhin (formerly Dobrich), Yambol, Karlovo, Lom, and Stara Zagora.
10. No information is available concerning the frequencies used by the Bulgarian Air Force radio transmitting stations.
11. Lovech, Kazanluk, and Karlovo are respectively the location of Zavods 14, 13, and 15. Other aeronautical installations of a similar type are not known.
12. All Bulgarian airfields where jet aircraft are based are allegedly equipped with concrete runways. It is probable, though unconfirmed, that jet planes have used the Sofia/Bozhurishte airfield although no concrete runway is reported to exist there.

Miscellaneous Bulgarian Airfields

13. Asen airfield (N 42-39, E 25-11) is reportedly being enlarged. No details known concerning this work.
14. As of late 1953, the Balchik Northeast airfield (N 43-26, E 28-11) was about 2,000 x 1,500 meters in size and included a concrete runway approximately 1,800 meters long, direction unknown. This field is equipped with an underground fuel depot, capacity unknown. A light bomber unit, equipped with TU-2s, is based here. This is an old airfield which has recently been enlarged and improved. At present it is equipped with modern installations and has night landing facilities. (A sketch showing the location of this airfield is included as Appendix A on page 7).
15. As of late 1953, Bezmer airfield (N 42-28, E 26-23), was about 2,000 x 1,500 meters in size and included a concrete runway probably about 2,000 meters in length. This field is equipped with two hangars, revetments, and other unidentified buildings. Underground hangars have been reported here. Bulgarian Air Force fighter units with MIG-15s are based here. This field was constructed in 1951, has modern equipment and night landing facilities. It is suitable for jet fighters and heavy aircraft. It includes approximately twelve hardstands surrounded by semicircular revetments. (A sketch showing the location and installations at this field is included as Appendix B on page 8).
16. The Burgas/Sarafovo airfield (N 42-34, E 27-31) is of minor importance and is 900 x 800 meters in size. Bulgarian civilians airlines planes land here. It does not include any installations worthy of mention.
17. As of late 1953, the North Dobrich (now North Tolbukhin) (N 43-36, E 27-49) airfield was approximately 2,500 x 1,500 meters in size and included a concrete runway 2,000 x 80 meters in size. This field is equipped with a large hangar capable of housing approximately 20 fighters, a hangar capable of housing 8-10 fighters, and an unidentified building (all shown in the sketch in Appendix C). Other buildings, use unknown, are located in various parts of the field. This airfield is equipped with a repair shop and an underground fuel depot, capacity unknown. Bulgarian Air Force fighter units equipped with YAK-9 standard aircraft and YAK-17 and YAK-23 jets are based here. This airport existed prior to World War II and was recently enlarged and has modern equipment. It is suitable for

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use by jets and heavy aircraft. (A sketch showing the location and installations at this field is included as Appendix C on page 9).

18. Dospat airfield, known as Orlino/Dospat airfield, is located at N 41-42, E 24-05 and is a small airfield without installations. No enlargement of this field is reportedly planned.
19. As of December 1953, Gabrovnitza airfield (N 43-33, E 23-16) was approximately 3,000 x 2,000 meters in size and included a concrete runway approximately 2,500 meters in length. It includes five unidentified buildings. Bulgarian Air Force fighter units equipped with YAK-23s are based here. This field was used by the Germans during World War II and was practically rebuilt in 1952-1953. At present it is equipped with modern installations and it is suitable for use by jets and heavy aircraft. (A sketch showing the location and installations of this field is included as Appendix D on page 10).
20. As of late 1953, Graf Ignatiev airfield (N 42-19, E 24-43) was approximately 2,000 x 1,500 meters in size and included a concrete runway approximately 2,000 meters in length. This field has four hangars and various buildings located in the southern part of the airfield. Bulgarian Air Force fighter units equipped with MIG-15s are based here. This field existed prior to World War II and was recently enlarged and improved. It is very well equipped and is suitable for use by jets and heavy aircraft. (A sketch showing the location of this field is included as Appendix E on page 11).
21. As of late 1953, the Karlovo/Marino Pole airfield (N 42-35, E 24-53) was about 2,000 x 1,500 meters in size and included an "artificial" runway, details not known. There are at least six hangars here. Buildings are located on the north and south sides of the field. An underground fuel depot, capacity not known but probably considerable, is located at this field. Bulgarian Air Force fighter units and a Pilots' School are based here. This is an old airfield which was seriously damaged during World War II. It was later reconstructed and equipped with modern installations. Zavod No. 15, which handles major repairs and revisions in airplanes and engines, is located at this field. (A sketch showing the location of this field is included as Appendix F on page 11).
22. As of late 1953, the Krumovo airfield (N 42-03, E 24-51) was about 2,000 x 1,300 meters in size and had a natural surface and no runways. A large number of waterproofed, wooden buildings built by the Germans are located at this field. There are two hangars in the southeastern corner of the airfield. Bulgarian Air Force pursuit units equipped with IL-10s are based here. This airport was constructed by the Germans during World War II and was seriously damaged during that time. It was later reactivated by the Soviets and equipped with modern facilities. (A sketch showing the location of this field is included as Appendix G on page 12).
23. As of late 1953, the Lovech airfield (N 43-10, E 24-42) was 1,200 x 600 meters in size and had a natural surface with no runways. The field includes two moderate size hangars and five buildings, use unknown. It is not known if Zavod No. 14 is located in buildings at the airfield or is in the vicinity of it. (A sketch showing the location of this field is included as Appendix H on page 13).
24. An airfield is known to exist at Makhkata (N 43-27, E 24-16) but no details are available concerning it.
25. Nothing is known concerning an airfield allegedly located at Mokren (N 42-44, E 26-39).

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26. As of late 1953, the Musachevo airfield (N 42-39, E 23-32) was approximately 1,500 x 900 meters in size and had a natural surface with no runways. It includes a hangar located in the northwest corner of the field and a barracks situated outside the field and northeast of it. Piston-engine aircraft have been observed at this field and are believed to have been training planes in transit. (A sketch showing the location of this field is included as Appendix I on page 14).
27. Petrich airfield (N 41-23, E 23-09) is an emergency field about which no details are known.
28. Polikraishte airfield (N 43-12, E 25-39) allegedly has been improved and is now equipped with an "artificial" runway, type and size not known. The field includes two hangars, a headquarters building and several smaller buildings, use unknown.
29. As of late 1953, Ravnets airfield (N 42-31, E 27-15) had a concrete runway at least 2,000 meters in length with taxi-strips and concrete hardstands. The size and the installations at this field are not known. Bulgarian Air Force jet aircraft are based here. This is a new airfield which was completed in 1953 and is equipped with modern installations. The hardstands are square and approximately 25-30 meters per side; there are no revetments. (A sketch showing the location of this field is included as Appendix J on page 15).
30. As of late 1953, the Sofia/Bozhurishte airfield (N 42-45, E 23-11) was about 1,500 x 1,000 meters in size and had rolled earth runways. A large number of buildings, use unknown, are located in the north corner of the field. Four hangars are lined up in a row on the northeast side of the airfield. This airport is equipped with an underground fuel depot, capacity unknown, and has a railroad spur line. Bulgarian Air Force fighter and transport units are based here. This is an old field which has been slightly improved recently. A repair and revision shop is located here. (A sketch showing the location of this field is included as Appendix K on page 16).
31. As of late 1953, the Sofia/Kumaritsa airfield (N 42-49, E 23-18) was about 2,500 x 1,300 meters in size and had a concrete runway approximately 2,000 meters long with a taxi-strip connecting both ends of the runway with the hangar area. The field includes three hangars, an underground fuel depot and other buildings, use not known. Bulgarian Air Force jet fighter units are based here. This field was constructed recently, having been completed in the spring of 1952. It is equipped with modern installations and is suitable for use by jets and heavy aircraft. Work is reportedly in progress in the hills located two kilometers north of the field; a railroad spur line is allegedly being constructed to connect the western limit of the runway with the area where work is in progress. This work is assumed to be in connection with underground hangars, although this has not been confirmed. (A sketch showing installations and the location of this field is included as Appendix L on page 17).
32. As of late 1953, the Sofia/Vrazhdebna airfield (N 42-42, E 23-24) was approximately 2,500 x 1,500 meters in size and included one concrete runway approximately 1,800 meters in length. This field is equipped with a headquarters building and control tower, two hangars, a civilian air terminal, and unidentified buildings located north of the headquarters building. The field has a semi-underground fuel depot, capacity unknown. Bulgarian Air Force fighter units with YAK-9s are based here. This field existed prior to World War II and was recently modernized. (A sketch showing installations and the location of this field is included as Appendix M on page 18).

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33. As of December 1953, the Stara Zagora airfield (N 42-22, E 25-40) was about 2,000 x 1,500 meters in size and had a natural surface with no runways. The field included four hangars, a headquarters building and control tower, three small barracks and lodgings, and three unidentified buildings. Light bomber units of the Bulgarian Air Force are base here. This is an old airfield on which some improvements have been made. It is suitable for use by piston engine aircraft only. (A sketch showing installations and the location of this airfield is included as Appendix N on page 19).
34. An airfield is known to exist near Troyan at N 42-51, E 24-47), but no details are known concerning it.
35. As of December 1953, Uzundzhovo airfield (N 41-58, E 25-35) was approximately 3,000 x 1,500 meters in size and had a concrete runway approximately 2,500 meters long. North of the taxi-strip there are three unidentified buildings; the one furthest to the east is probably the headquarters building. No hangars are visible at this field. In the western part of the taxi-strip there are three earthworks in the shape of a "U". Bulgarian Air Force MIG-15s were seen here. This field was constructed recently and has modern equipment. The earthworks mentioned are much larger and higher than normal revetments. Since no hangars are visible at the field, it is possible that these earthworks are actually entrance ramps to underground hangars. This assumption has not been confirmed. No further details are known. (A sketch showing installations and the location of this field is included as Appendix O on page 20).
36. As of late 1953, Yambol airfield (N 42-30, E 26-29) was approximately 1,800 x 1,000 meters in size and included a runway over 1,500 meters in length. Work is allegedly in progress on prolonging the runway. Buildings at this field are located on the west side and include at least four hangars, a headquarters building, a control tower, a repair and revision shop and other unidentified buildings. This airport is equipped with an underground fuel depot and a munitions depot. Bulgarian Air Force light bomber units are based here, as is an unidentified Soviet (sic) fighter unit. This is an old airfield which was recently improved and enlarged. (A sketch showing the location of this field is included as Appendix P on page 21).
37. Dimitrovgrad airfield, allegedly located at N 42-03, E 25-38, is a small emergency field used by youth organizations.
38. Ruse airfield (N 43-51, E 25-59) is a small emergency field used by youth organizations.
39. Radomir airfield (N 42-32, E 22-58) is a small emergency airfield without any installations. It does not appear to have been enlarged.
40. Samokov airfield (N 42-20, E 23-33) is located in the Alino-Relovo area. No details are known concerning this field.
41. Nothing is known concerning the existence of an airfield in the Rudozem (N 41-29, E 24-53) area. It is unlikely that there is any jet air base, as once reported, here.
42. An airfield is reported to be under construction near Kamenets (N 43-20, E 25-00). No details are known concerning this field.
43. An old emergency airfield is located in the Dupnitsa-Kraintsi area, at approximately N 42-18, E 23-11. This field does not appear to have been enlarged.

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44. In the Chirpan area there are allegedly three fields, as follows:
- a. Chirpan airfield (N 42-11, E 25-21), an old emergency airfield; no recent information available;
 - b. Chernagora airfield (N 42-13, E 25-13); reported to exist, although not confirmed; and
 - c. Opalchenets airfield (N 42-12, E 25-07); reported to exist, although not confirmed.
45. An airfield is reported at Dolni Tsibur (N 43-48, E 23-31) although this has not been confirmed.
46. The construction of a new airfield is reported at Kurdzhali (N 41-38, E 25-21); no details are available.
47. Pavlikeni airfield (N 43-15, E 25-18) is an old emergency field; it is not known if it is still in use.
48. Provadiya airfield (N 43-11, E 27-26) is an emergency field; latest information available on this field is dated 1944. It is not known if there is an airfield in the vicinity of Dulgopol.
49. No information is available concerning the existence of an airfield in the vicinity of Babovo (N 43-58, E 26-19).
50. An airfield is reported to be under construction in the vicinity of Saran'ovo (N 42-13, E 24-07). A very reliable source who made personal observations in this area denied this report.
51. An airfield is allegedly under construction in the vicinity of Bukhovo (N 42-46, E 23-34). No details are known.
52. No information is available concerning the existence of an airfield in the vicinity of Rakitovo (N 41-59, E 24-05).
53. Sveshtarovo airfield (N 43-33, E 27-57) is an old airfield which is reported to have been reactivated. No details are known.
54. Shumen (now Kolarovgrad) airfield (N 43-17, E 26-56) is an emergency airfield used by youth organizations. It does not appear to have been enlarged.
55. Sliven airfield (N 42-39, E 26-21) is an emergency airfield. It does not appear to have been enlarged.
56. No recent information is available on the Sopot-Anevo airfield, located at N 42-38, E 24-44.
57. Tsarevo (now Michurin) airfield (N 42-09, E 27-52) is an emergency airfield. No recent information is available.
58. In 1952 the construction was reported of an airfield with a large underground hangar in the hills near Vratsa (N 43-13, E 23-31). This report has not been confirmed.
59. Byala Slatina airfield (N 43-28, E 23-54) is an emergency field. It does not appear to have been enlarged.

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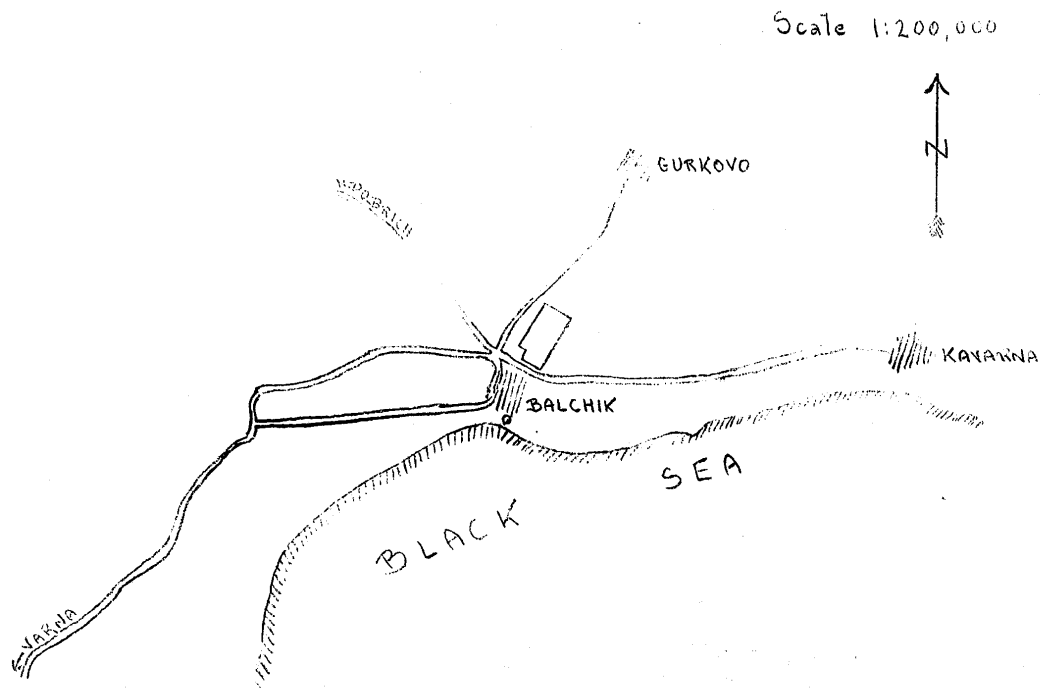
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60. Botevo airfield is allegedly located at N 42-23, E 26-33. According to an unconfirmed report a concrete runway is under construction at this field.

Washington Comment: It is realized that a good portion of the information given in the above report is general and in several cases outdated. It is being disseminated, however, for any use it may have of a background nature or for filling certain existing gaps in information on airfields in Bulgaria.

APPENDIX A

Balchik Northeast Airfield



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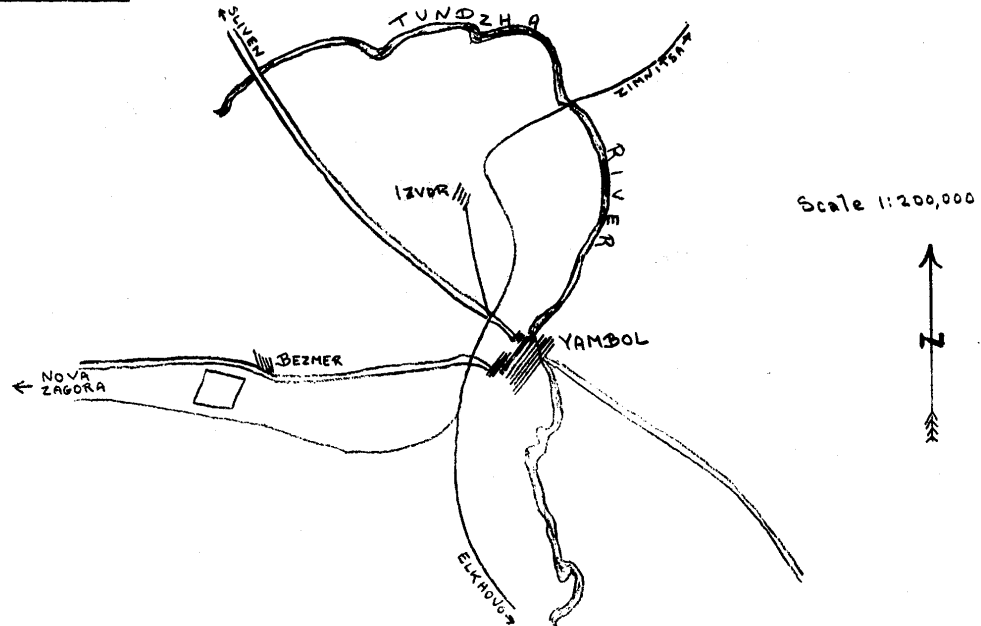
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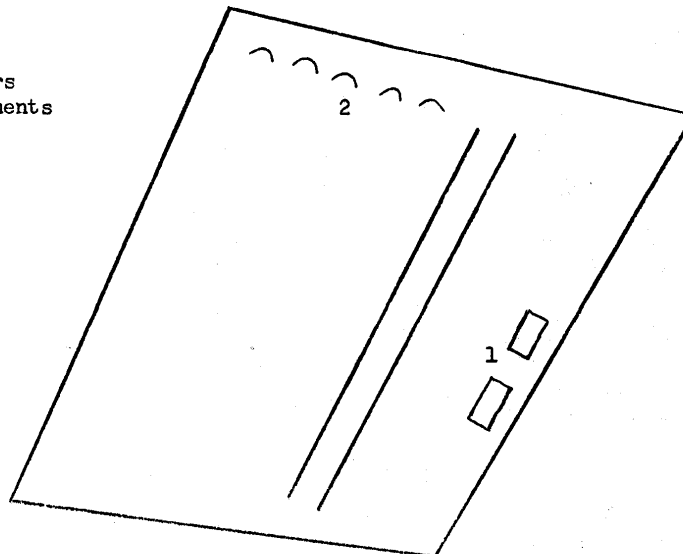
APPENDIX B

Bezmer Airfield



Legend

1. Hangars
2. Revetments



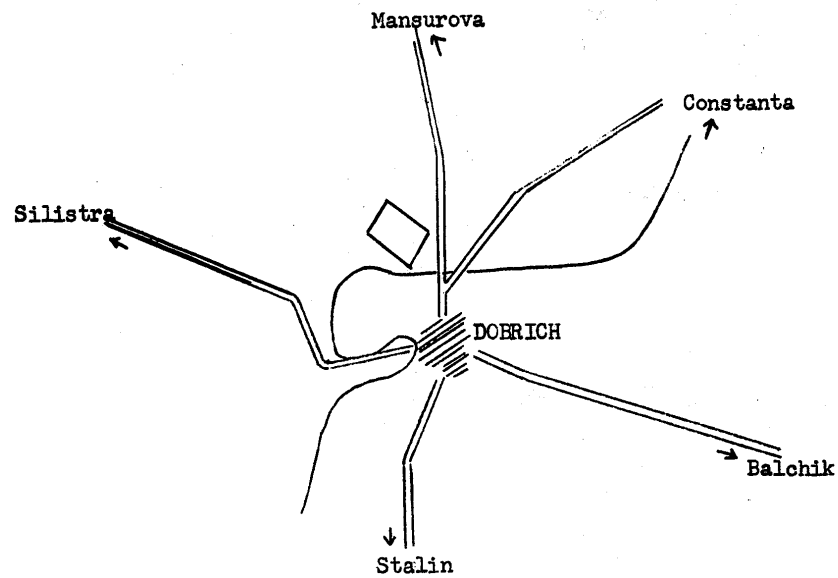
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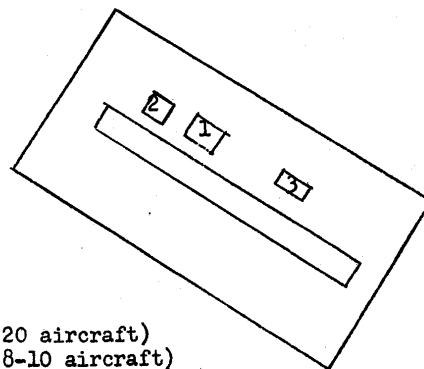
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APPENDIX C

North Dobrich Airfield



Scale: 1:200,000



Legend

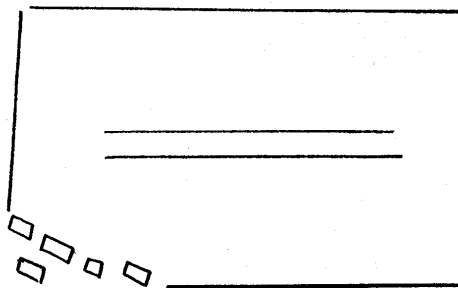
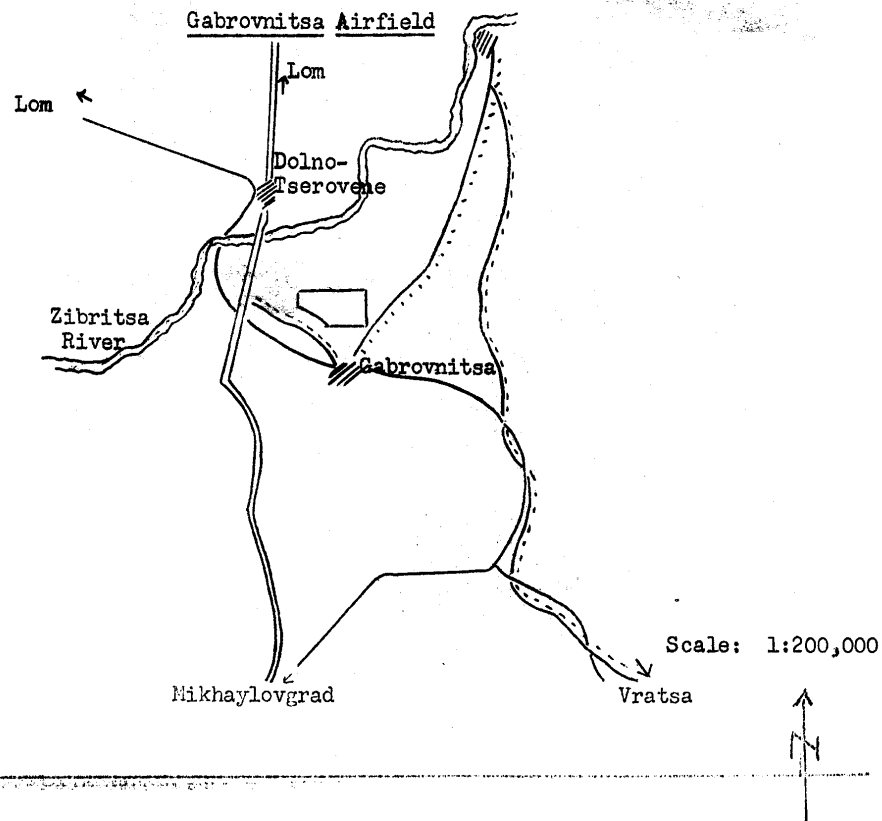
1. Large hangar (20 aircraft)
2. Small hangar (8-10 aircraft)
3. Unidentified building

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APPENDIX D



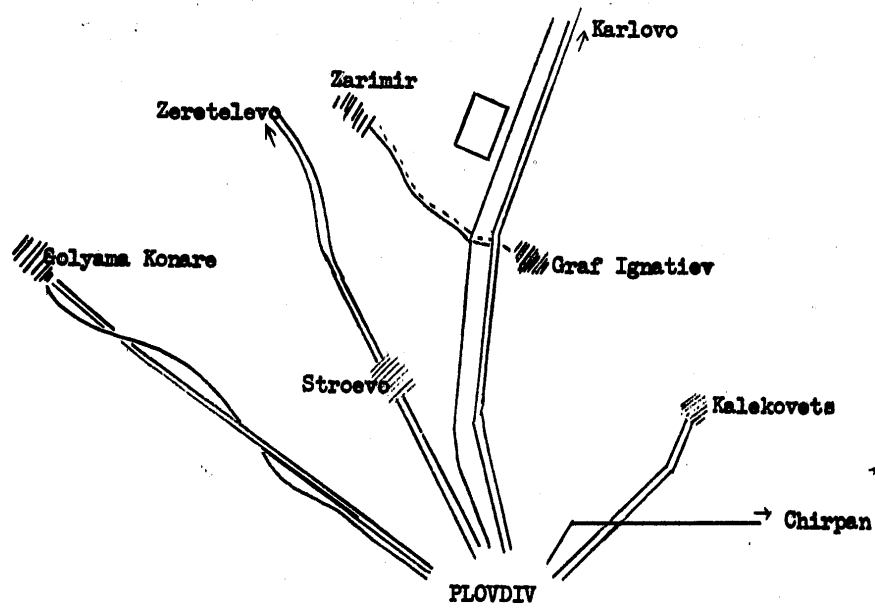
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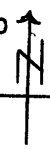
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APPENDIX E

Graf Ignatiev Airfield

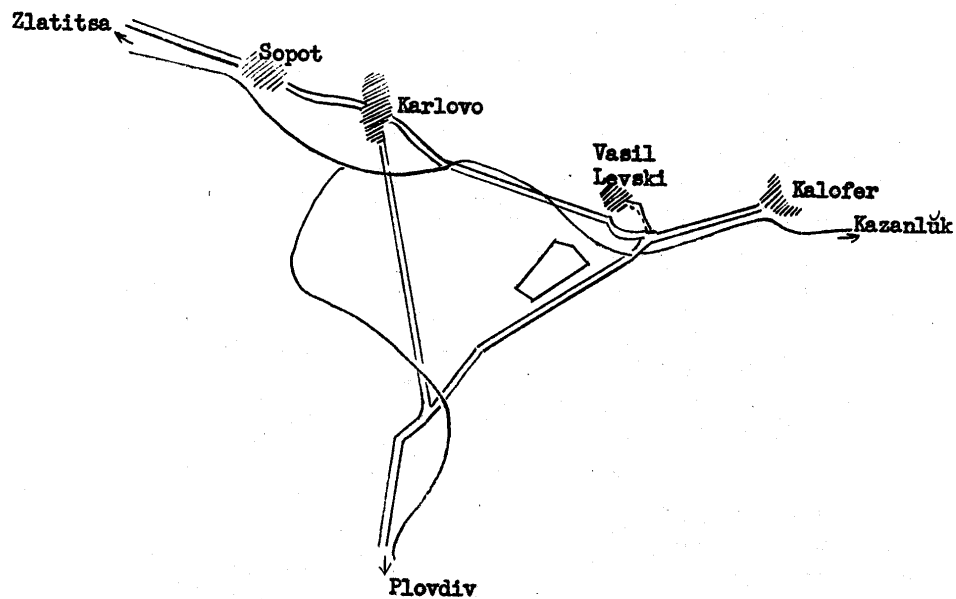


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APPENDIX F

Karlovo/Marino Pole Airfield



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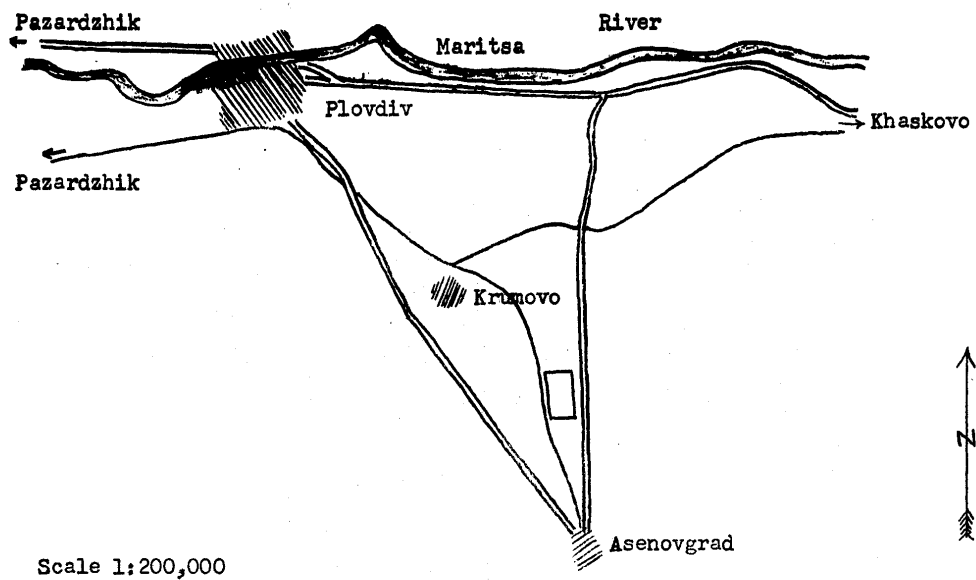
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APPENDIX G

Krumovo Airfield



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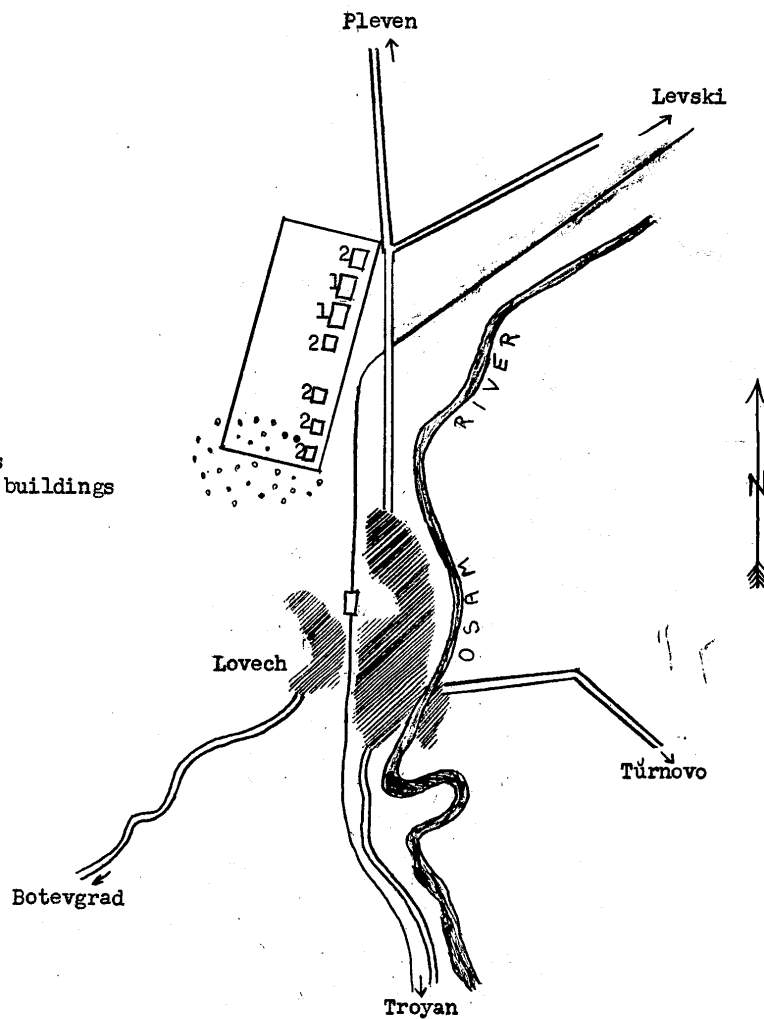
APPENDIX H

Lovech Airfield

Legend

- 1. Small hangars
- 2. Unidentified buildings

Scale 1:40,000



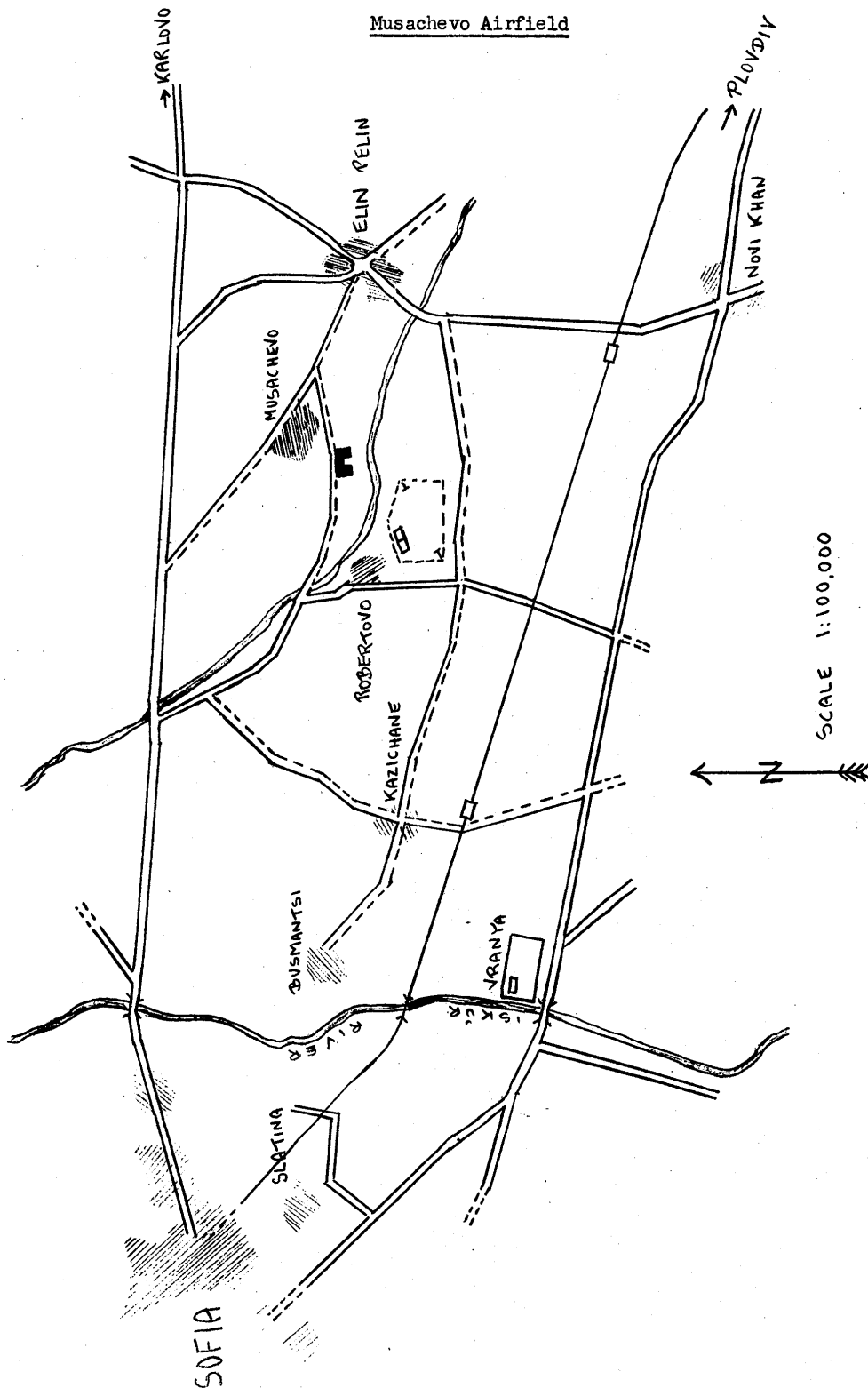
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APPENDIX I



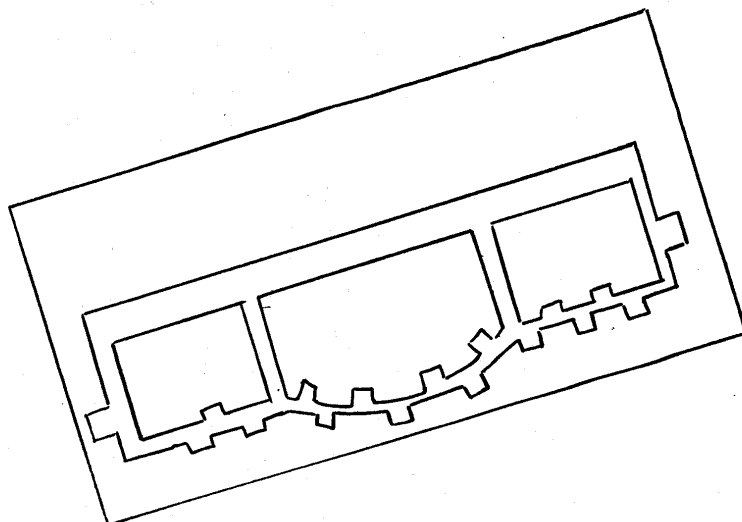
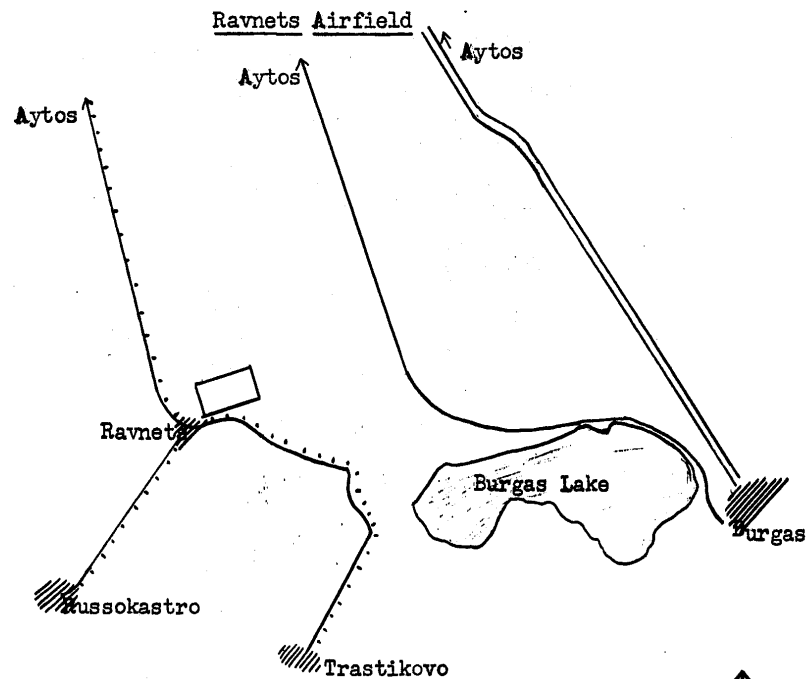
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APPENDIX J

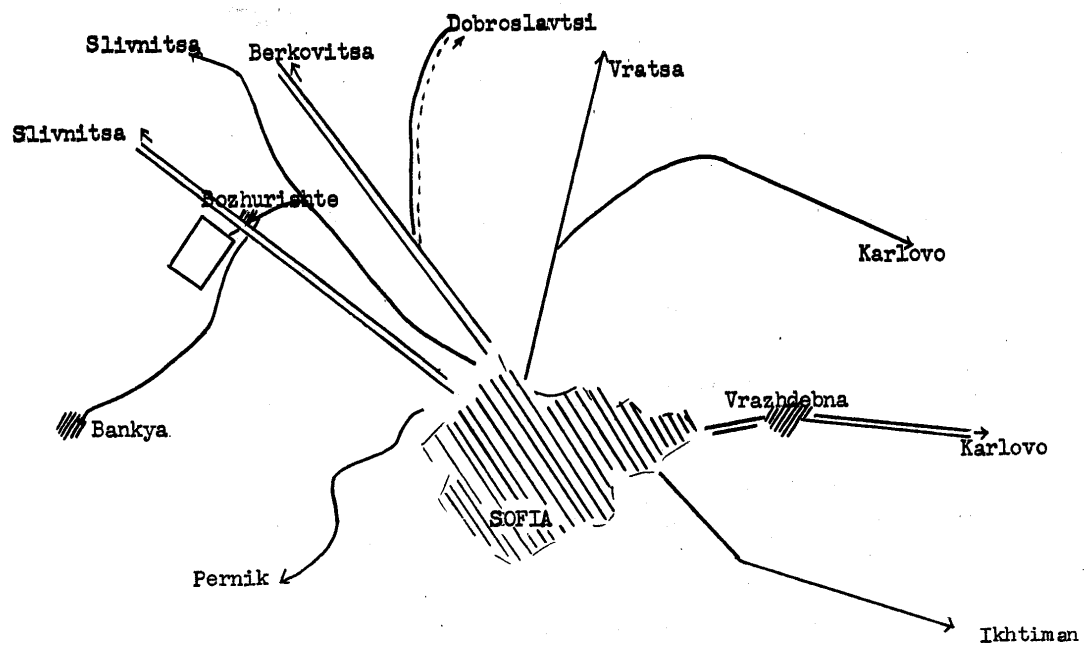


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APPENDIX K

Sofia/Bozhurishte Airfield



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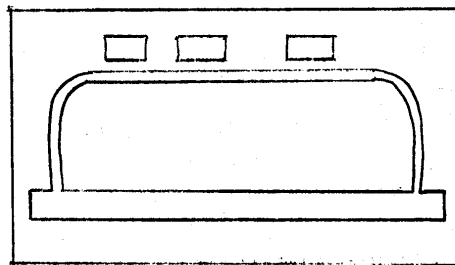
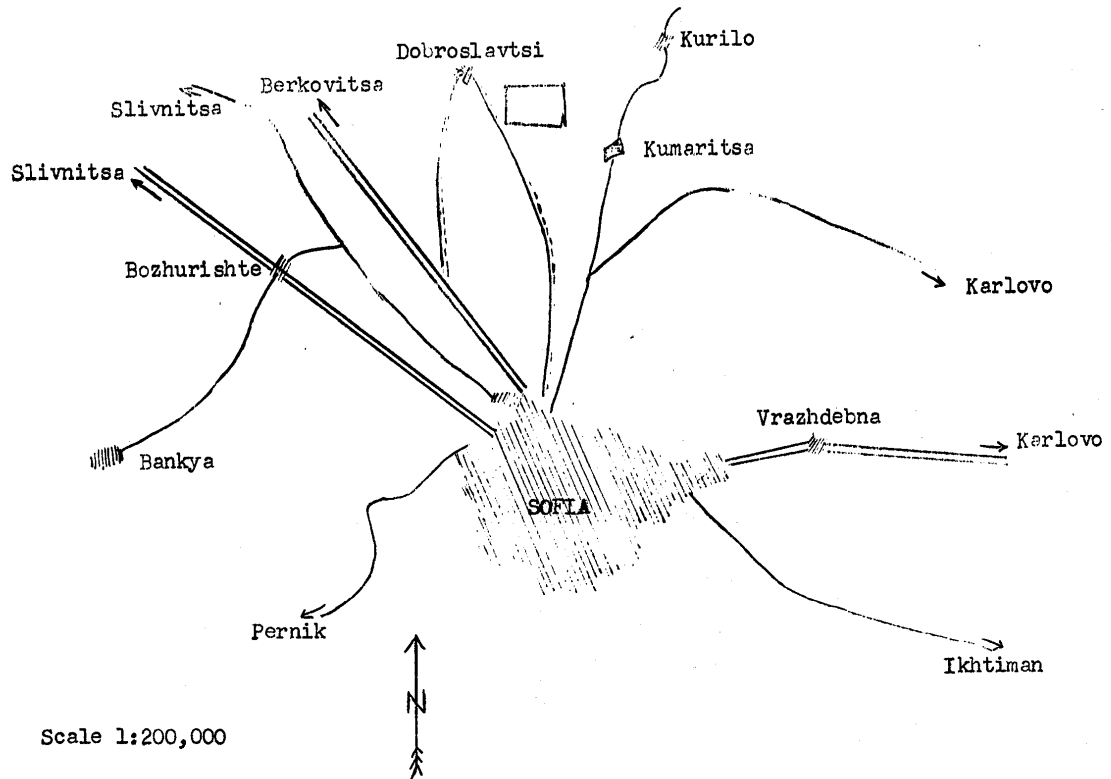
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APPENDIX L

Sofia/Kumaritsa Airfield



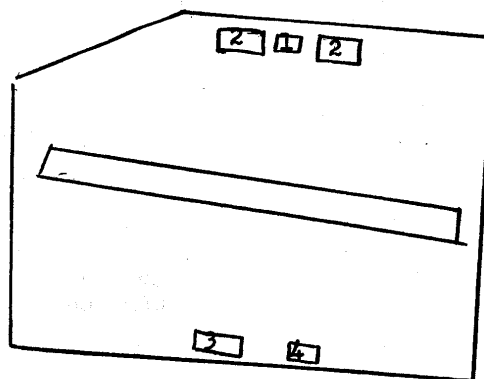
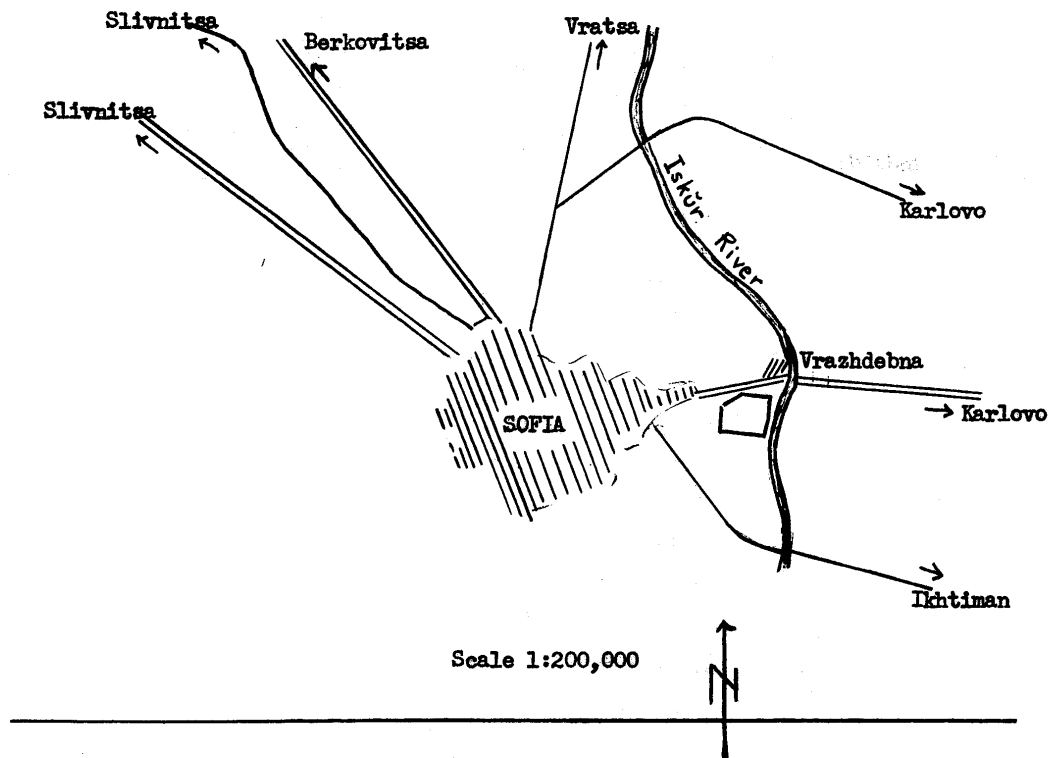
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APPENDIX M

Sofia/Vrazhdebna Airfield



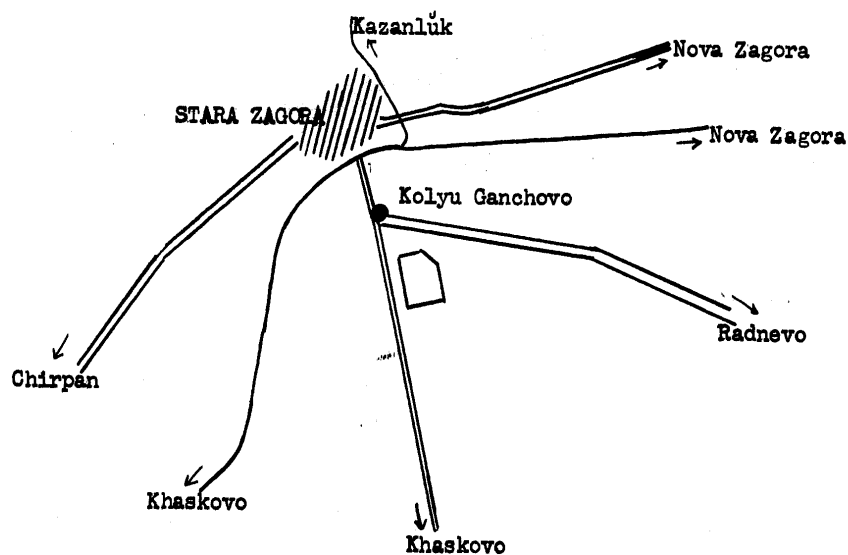
Legend

1. Headquarters building and control tower
2. Two hangars
3. Civilian Air Terminal
4. Unidentified building

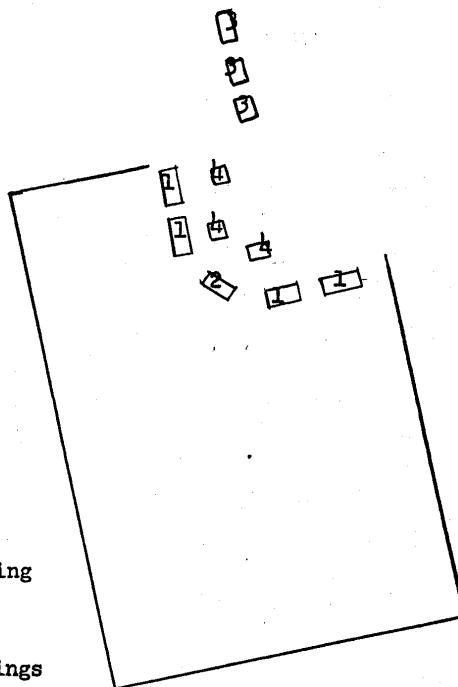
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APPENDIX NStara Zagora Airfield

Scale 1:200,000

Legend

1. Hangars
2. Headquarters building and control tower
3. Small barracks and lodgings
4. Unidentified buildings

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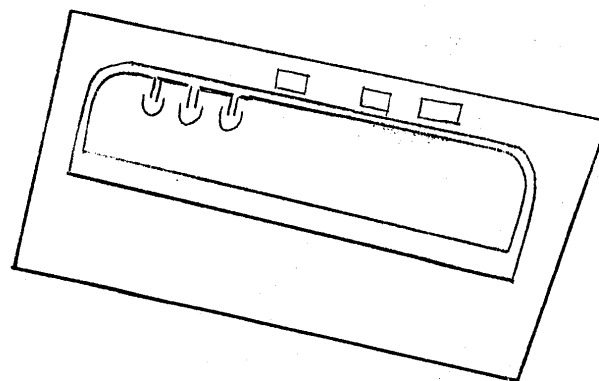
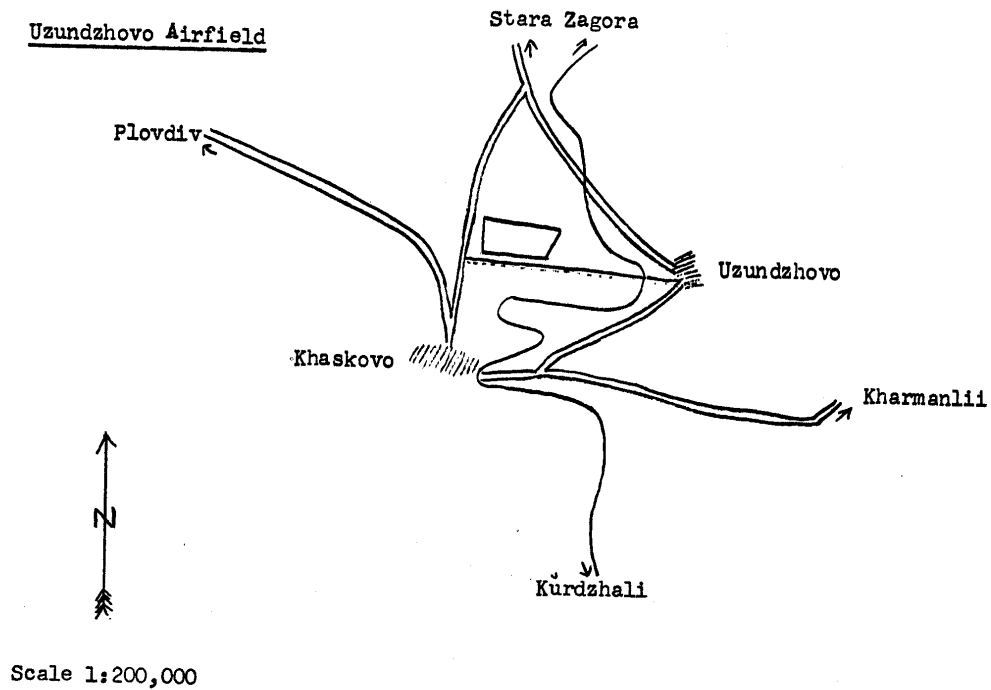
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APPENDIX O

Uzundzhovo Airfield



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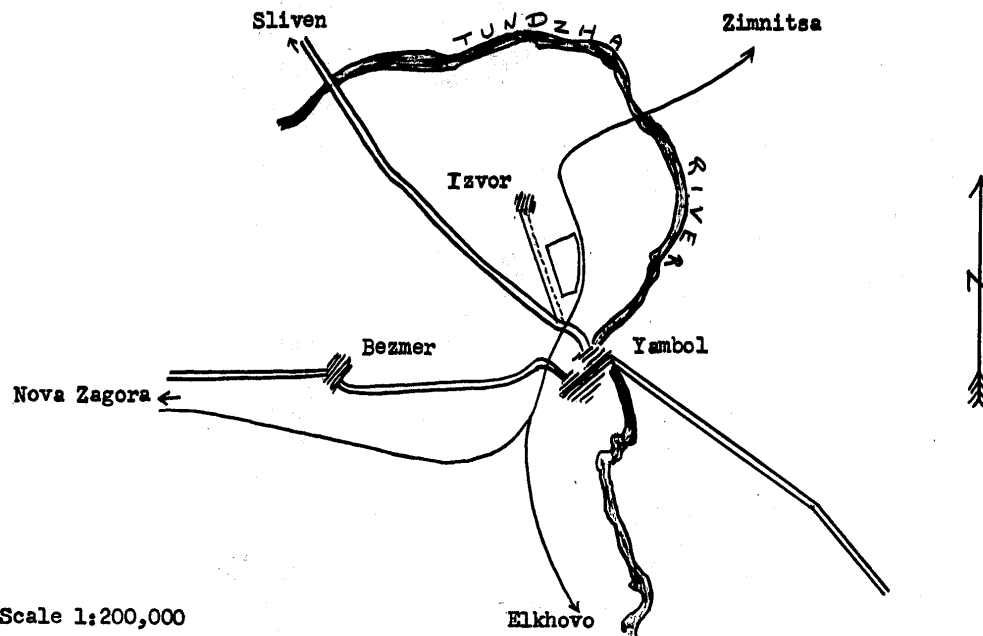
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APPENDIX P

Yambol Airfield



Scale 1:200,000

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